



SOUTH AFRICA GOES AHEAD

Airway Development in the Union : British Machines to be Adopted : Eight-fold Passenger Mileage Increase in the Past Year

FIFTY years ago a German missionary landed in Durban on his way to a mission station in the Northern Transvaal. He left the port by ox-wagon, and it took him two months to reach the Witwatersrand. Thirty years later, returning from his first holiday overseas, he again landed at Durban, and completed the distance from Durban to Johannesburg in two days by train. Last year he flew over the same route in one of the Junkers Ju. 52s now in operation, and arrived at the Rand Airport two hours after leaving the coast.

South Africa has not been slow to realise the advantages of air travel. It is a country of vast spaces and marvellous visibility. From a flying point of view it is ideal. It is not surprising, therefore, that every year sees greater strides being made in the development of civil as well as of military aviation.

When considering the progress

which has been made in flying in South Africa, it is impossible to avoid paying a tribute to the pioneering efforts of Major A. M. Miller, who was the first man to give serious attention to the organisation of a regular service between the main centres. He persevered in the face of

The heading picture shows passengers disembarking from a South African Airways Junkers Ju. 52 at the Rand Airport. On the right is an aerial view of the extreme southern end of the African Continent—Cape Point.

